

Application No. 10/634,918
Response to Notice of Non-Compliant Amendment
April 18, 2005

Amendments to the Claims:

The following listing of claims replaces all prior versions, and listings, of claims in the application:

Listing of Claims:

1-11. (Canceled)

12. (Original) A two-stroke cycle engine, comprising:

a scavenger passage which connects a scavenging port on the side of the cylinder to the crank chamber inside the crankcase, and goes through the mounting surface where the cylinder and crankcase are attached to each other; and

a removable guide with a surface forming a curved smooth channel which is attachable to said scavenger passage in the crankcase from the mounting surface, and forms a portion of said scavenger passage with the curved channel.

13. (Original) A two-stroke cycle engine according to claim 12, wherein said removable guide comprises a positioning tooth which engages with the hole in the gasket for the mounting surface where the cylinder and crankcase are attached to each other.

14. (Original) A two-stroke cycle engine according to claim 12, wherein said removable guide is fixed to the crankcase when a tooth engages in an indentation in the crankcase.

15. (Original) A two-stroke cycle engine according to claim 12, wherein said removable guide has a depression in the mounting surface where the cylinder and crankcase are attached to each other.

16. (Original) A two-stroke cycle engine according to claim 12, wherein said removable guide is painted on.

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17-18. (Canceled)

19. (Original) A two-stroke cycle engine according to claim 17, wherein said blow-up angle α varies in step fashion from a location nearer intake port (α_2) to said blow-up angle nearer exhaust port (α_1).

20. (Original) A two-stroke cycle engine, comprising:

a scavenging port on the side of the cylinder, which opens into the cylinder; and

a scavenger passage, which connects the crank chamber in a crankcase and said scavenging port, and supplies the fuel-air mixture in the crank chamber to said scavenging port;

wherein said crankcase is configured in such a way that the front and rear portions, which are separated by a block at a right angle to the crankshaft which entails the axis of the cylinder, are fixed to each other by mounting hardware, a scavenger passage is provided inside both said front and rear portions of said crankcase, and the cylinder, whose scavenger passage connects to said scavenger passage in said crankcase, is fixed by mounting hardware to the mounting surface on the top of said crankcase in such a way that said scavenger passage runs through the mounting surface.

21. (Original) A two-stroke cycle engine according to claim 20, further comprising an air passage which supplies air from an air cleaner to said scavenger passage is formed inside the cylinder, and connects to the middle portion of said scavenger passage inside the cylinder.

22. (Original) A two-stroke cycle engine according to claim 20, wherein a pair of scavenging ports are provided along the circumference of the cylinder, a pair of scavenger passages runs from the outlets in the crank chamber to the scavenging ports, said pair of scavenger passages run through the block separating the halves of the crankcase, and they should be arranged symmetrically along the front-to-rear dimension of the engine.

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23-26. (Canceled)

27. (Original) A two-stroke cycle engine with a scavenger passage which connects the crankcase and the scavenging port on the side of the cylinder, which opens into the cylinder and supplies the fuel-air mixture in the crankcase to the scavenging port, wherein said scavenger passages run in both the crankcase and the cylinder, the front and rear portions of the crankcase, separated by a block at a right angle to the crankshaft, which entails the axis of the cylinder, are fixed to each other at the block surface by mounting hardware to form a unitary crankcase, and the cylinder, whose scavenger passage connects to that in the crankcase, is fixed by mounting hardware to the mounting surface at the top of the crankcase.